

AMENDMENTS TO THE SPECIFICATION

Please **amend the Title** to read "SPEECH COMMUNICATION APPARATUS WITH GAIN CONTROL FOR CLEAR COMMUNICATION".

Please **amend paragraphs [0003], [0022], [0023], [0032], [0054], and [0061]** as follows:

[0003] A communication system (an intercom) is known in which in order to establish speech communication between a rider ~~or~~ and a driver of a riding type vehicle such as a motorcycle and a passenger of said riding type vehicle a speaker or a rider or driver of another vehicle, a speech communication microphone and an electric contact between them are mounted in a helmet for the driver, the passenger and the driver of another vehicle, respectively, and a communication unit mounted on the vehicle side is connected to the helmet for the driver, the passenger and the driver of another vehicle, respectively.

[0022] Fig. 11 is a diagram showing a method for ~~accommodating~~ carried the connecting cable shown in Fig. 9;

[0023] Fig. 12 is a diagram showing a method for ~~prolonging~~ extending the connecting cable shown in Fig. 9;

[0032] As shown in an enlarged fashion within a circle indicated by a broken line in the same figure, formed on a connecting surface of the magnetic material side socket 3 is an annular rib 31 provided along the periphery thereof in such a manner as to erect therefrom, a magnetic material plate 32 fixedly attached to a bottom portion and a plurality of electrodes 34 exposed on an upper surface of a land-like portion 33 provided on the bottom portion in

such a manner as to rise therefrom, and no source for generating lines of magnetic force is provided on the connecting surface. The cable 5 is drawn from the magnetic material side socket 3 via a shock absorbing bushing 3464.

[0054] Incidentally, in the above embodiment, while the communication unit 4 is described as being easily attached to or detached from the vehicle body, the communication unit 4 may be constructed as a fixed type of communication unit which is fixed to the vehicle. However, in a case where the communication unit 4 is fixed to the vehicle, in order to improve the operability thereof, it is desirable that the communication unit is fixed in the vicinity of the handgrips of the handlebar. However, since the displacement amount becomes large at a location in the vicinity of the handgrips when the handlebar is operated to steer the vehicle, there may be a risk that the connecting cable 5 interferes with the operation of the communication unit when the handlebar is operated to steer the vehicle. Consequently, in the case when a vehicle fixed type communication unit 4 is used, as shown in Figs. 5 and 6, it is desirable that the communication unit 4 is divided into an operating portion 4a which includes the operating switch 40 and a relay portion 4b linked together by wire 4c (FIGS. 5, 6), the two portions that are so divided are then connected to each other with a relay cable, and as shown in Figs. 7(a), 7(b), the operating portion 4a is disposed in the vicinity of the handgrip, whereas the relay portion 4b is fixed to a central portion or the like of the handlebar where the displacement amount is small when the handlebar is operated to steer the vehicle.

[0061] Furthermore, as has been described above, since the magnet side socket 2 and the magnetic material side socket 3 are provided at the respective ends of the cable 5,

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respectively, as shown in Fig. 12, a plurality of cables 5 can be connected in a series fashion, whereby the cables can be ~~prolonged~~ extended.